



**FAA**  
**Airports**  
**Errata Sheet for Advisory Circular 150/5300-13A, Airport Design, Consolidated Change 1**

*Last Update: August 21, 2014*

This errata sheet logs content and/or coding errors identified after the Consolidated AC was signed on February 26, 2014. These errors have been corrected in the PDF version of the AC available on the FAA website.

#	Description of Correction	Location in Document	Rationale	Date Error Corrected
1	Boeing CMG values	Appendix 1, pp224-225; 747-400, 747-400ER, 747-8, 747-8F, 767-300, 767-300ER, 767-300ERW, 767-400ER, 777-300, 777-300ER	Updated.	3/10/2014
2	Footnote wording	Table 3-5 and Appendix 7, footnotes 5 & 6, p94 & p281	Clarified wording.	3/19/2014
3	Parallel taxiway value	Table 3-4 p90, paragraph 405 p129	3/4-1 Statute mile value reverted to "required" and paragraph value changed from "3/4 mile" to "one mile"	3/25/2014
4	Request to include Canadian Regional Jet data	Appendix 1 pp225-228	Expanded Bombardier listings.	3/18/2014
5	Graphically show 4:1	Figure 3-23 p83, Figure 4-33 p162	Clarification	5/5/2014
6	Remove gap between runway edge marking and runway centerline of a secondary runway and the edge marking of a crossing primary runway.	Figure 3-6 p56	Synchronize with 150/5340-1L	5/5/2014
7	Update TDG values.	Appendix 1, p222 & p224	Update TDG	6/4/2014
8	More detailed language to capture the start of approach and departure surface elevation with respect to the runway end/pavement elevation.	p48 303b(1), p49 Figure 3-2 note 2, p52 303c(1)	Clarified wording.	6/6/2014 8/11/2014
9	Metric conversion error	page 187, para 621.a(1)	changed 122m to 730m	6/24/2014
10	Footnote 12	pages 94 and 281	Remove visibility reference	7/22/2014
11	Changed ADG-IV to ADG-III	Figure 4-31 p158	Correct reference	8/21/2014
12	Added Departure End of Runway (DER) information.	paragraph 102 definitions p5 paragraph 303.c(1) p52	Clarification	8/21/2014